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The China Mail

ESTABLISHED 1845

No. 17,168.

廿八廿月五月八十一號

HONGKONG, TUESDAY, MAY 28, 1918.

午戌次歲年七國民華中

PRICE \$8.00 Per Month.

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.

SOLE AGENTS.
A. S. WATSON & CO., LTD.
WINE & SPIRIT MERCHANTS
HONGKONG.
TEL. 618.



NOTICE.

AN Y EUROPÉEN Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Applicants will be required to produce Passports or identification papers. All persons with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non compliance is a fine not exceeding \$50.

NORTH BRITISH & MERCANTILE INSURANCE CO.
WHICH ARE VENED THE SEAMS OF THE OCEAN MARINE INSURANCE COMPANY, LTD.,
Land THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914,
\$23,970,387.
I.—Authorized Capital \$24,500,000.
Paid-up Capital \$24,437,600
II.—Fire Funds \$,837,047
III.—Life & Annuity Funds 17,567,580
Banking Fund Account \$23,230
\$23,970,387

Revenue Fire Branches \$2,381,456
" Life and Annuity 2,141,583
" Branches 337,239
Revenue Marine Department 472,940
Other Receipts 25,333,228

The accumulative Funds of the various Branches are separately invested, and by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 10 minutes
NIGHT CARS
8.50 p.m. and 9.30 p.m. to 11.00 p.m. every half hour
11.00 p.m. to 11.45 p.m. every quarter of an hour
7.30 a.m. SUNDAY
8.00 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.30 a.m. to 12.30 p.m. Every 15 minutes
12.00 noon to 1.30 p.m. Every 10 minutes
1.30 p.m. to 2.30 p.m. Every 15 minutes
2.30 p.m. to 3.00 p.m. Every 10 minutes
3.00 p.m. to 8.00 p.m. Every 15 minutes
8.00 p.m. to 8.30 p.m. Every 10 minutes
NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Queen's Road Central.

Session and punch ticket available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Session Ticket will be issued until payment therefor has been made in Bank Notes or by Cheques or Compradores, or representing Bank Note.

JOHN D. HUMPHREYS & SON,
General Managers.

TANG-YUK Dentist, successor of the late SIRN TING.
15 D'AOUAN STREET.
TERMS VERY MODERATE
Commission free.

BUSINESS NOTICES.
W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.
HONGKONG, CANTON & MACAO
STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG—CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG—MACAO LINE.
Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and 2 p.m. (Sundays 1 p.m.). From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

THE IDEAL
SUMMER
PERFUME

OLD ENGLISH
LAUNDRY WATER

FAGRANT AND REFRESHING

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY.
Telephone 428.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

THE HONGKONG HOTEL
AND
GRILL ROOM

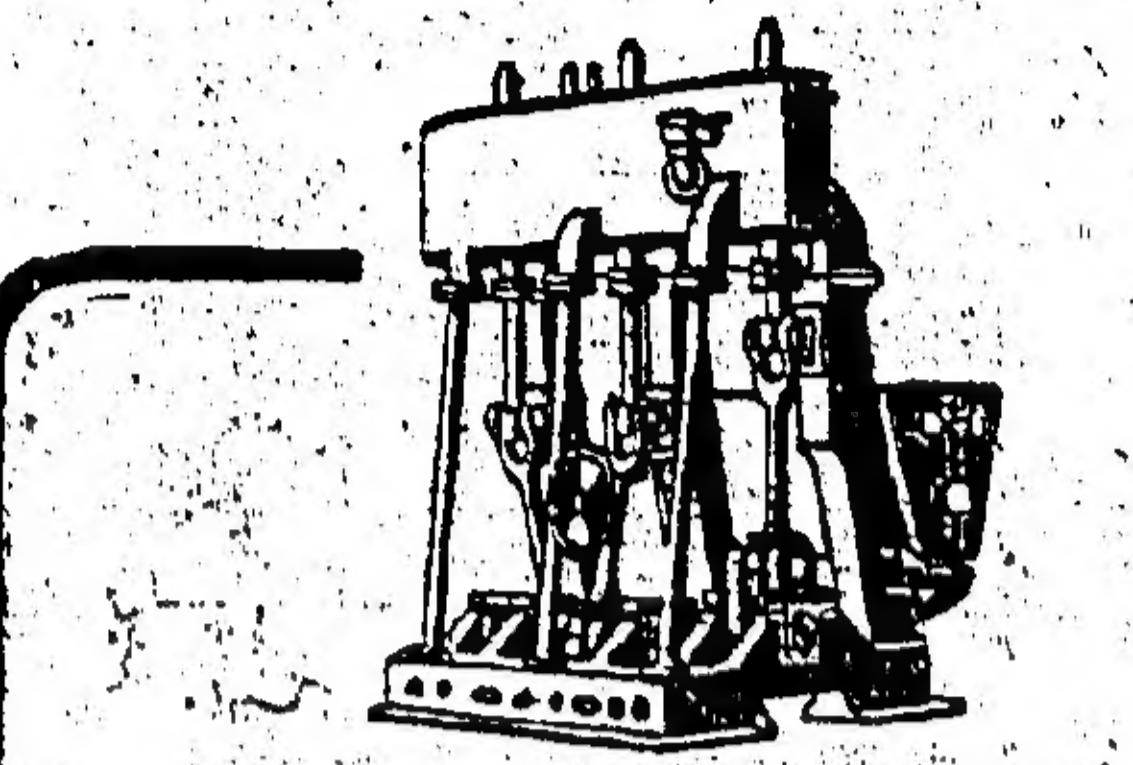
J. H. TAGGART
MANAGER

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of

Mrs. BLAIR

BUSINESS NOTICES



TAIKOO DOCKYARD.

BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG LTD.

AGENTS:

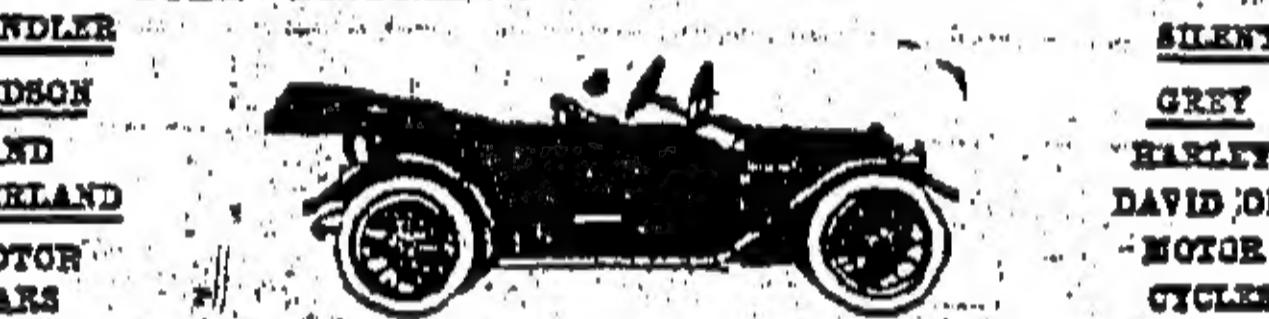
TELEGRAPHIC ADD.—TAIKOO DOCK

BUTTERFIELD & SWATT
—TELEPAC H. 317—

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

CHANDLER
HUDSON
AND
OVERLAND
MOTOR
CARS



TELEPHONE 482.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

S.S. "GOENTOER"

FOR
MOJI AND VANCOUVER.

THIS large and luxurious Vessel, fitted throughout with electric light and fans, will be despatched from Hongkong to the above Ports on or about the 30th May. Excellent and roomy accommodation is provided for 86 First and 32 Second Class Passengers.

For further particulars please apply to—

JARDINE, MATHESON & CO., LTD.,

AGENTS

Tel. 215, sub. ex. 23

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ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

IT WHILE AWAY

Price 8/12 per Month, including Postage

can be mailed to any address from the

CHINA MAIL OFFICE.

THE WAR.

TO-DAY'S TELEGRAMS

Router's Service to the China Mail.

THE WESTERN FRONT.

HEAVY SHELLING.

LONDON, May 26.

Field-Marshal Sir Douglas Haig reports:—

The French repulsed a raid northward of Bailleul. Shelling was reported on the night of the 25th at Villers-Bretonneux, which was heavily consisting of gas-shells.

The enemy this morning heavily gas-shelled westward of Hinges.

AERIAL WARFARE.

BRITISH AVIATORS GIVE
ENEMY NO REST.

LONDON, May 26.

Field-Marshal Sir Douglas Haig, reporting on aviation, says:—

Flying was only possible during fine intervals on the 25th.

We dropped over 800 bombs on billets in the neighbourhoods of Armentières and Merville, an ammunition dump at Varsenare and on the Bruges docks.

We brought down nine machines and drove down two, out of control.

No British plane is missing.

Our night-fliers dropped over six tons of bombs on Prouse, Bapaume and Maricourt. All our machines returned.

THE FRENCH FRONT.

ENEMY RAIDS REPULSED.

LONDON, May 26.

A French communiqué states:—There was fairly great reciprocal artillery fire in Hargard Wood, south of the Avre.

An enemy raid, after a lively bombardment of our posts in the Orville-Sorel sector, produced no result.

Enemy attempts in Champagne and the Vesdre also failed.

Our patrols and detachments took prisoners, notably in the region of Arleto.

INTENSE BOMBARDMENTS ON WIDE FRONT.

DO NOT NECESSARILY HERALD RESUMPTION OF OFFENSIVE.

LONDON, May 26.

Reuter's Correspondent at British Headquarters, telegraphing today:

Since last evening the enemy's artillery fire has markedly increased in various places. Villers-Bretonneux, the Scarpe Valley, Audecavilles, Englebelmer, Mailly and Martisart have been bombarded by gas and high explosive shells.

There were also prolonged outbursts of intense gunfire from Festubert to the Yser. During the afternoon the uproar lulled.

There is no reason to assume that the bombardments herald an imminent resumption of the offensive.

No enemy raids were successful in the main purpose of getting prisoners and identifications.

A diary found on a prisoner reveals the loss our airmen are inflicting on the enemy. It mentions, *inter alia*:—Two non-commissioned officers and 14 soldiers were killed by an English bomb near Lestrem. The incessant machine-gunning by our airmen on routes along which the enemy troops and transport have to move has also proved very deadly.

THE ITALIAN FRONT.

AMERICAN TROOPS TO CO-OPERATE.

New York, May 27.

Newspaper editorials, notably in the *New York World* and the *New York Herald*, declare that the British statement regarding Sinn Fein plots amply justifies the action taken.

The papers condemn the treacherousness of the Irish-Americans towards the United States in assisting Sinn Feiners. Any person believing Germany to be any friend or friend to Ireland, except the kind it has shown itself to be of Russia and Rumania, should be put in a strict lockup.

SINN FEIN PLOTS.
AMERICA DENOUGES THEM.

New York, May 27.

Mr. Baker, the War Secretary, has issued a statement to the American troops that they would be marching with the British forces in the Italian Front.

1918
Indian
MOTOR CYCLES
24 h.p. & 30 h.p.
ALEX. ROSS & CO.
Machinery Dept.
Phone 37.

INTIMATIONS

INTIMATIONS

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the LARGE DINING ROOM, on FRIDAY, the 1st May, 1918, at 6.30 P.M.

Business.—To confirm the Resolution passed on the 18th inst. as posted in the Hall of the Club.

By Order

E. DES VOEUX,

Secretary.

Hongkong, May 17, 1918.

INTIMATIONS

G. R. R.

NOTICE.

ON and after the 1st June, GAP ROCK and WAGLAN will exhibit their Proper Lights, from sunset to sunrise.

C. W. BECKWITH,
Commander R.N.,
Harbour Master, &c., &c.
Harbour Department,
Hongkong, May 25, 1918.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on TUESDAY, 4th June, 1918, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the Undersigned as early as possible.

By Order,
A. R. LOWE,
Acting Secretary.
Hongkong, May 27, 1918.

483

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs JARDINE, MATTHIESON & CO., LTD., on THURSDAY, the 30th May, 1918, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Account for the Year 1917-18.

The REGISTER OF SHAREHOLDERS of the Company will be CLOSED from Friday, the 24th May, to Thursday, the 30th May, 1918, INCLUSIVE.

By Order of the Board of Directors.

W. S. BROWN,

Secretary.

Hongkong, May 18, 1918.

438

CARVALHO & CO.

WE Have This Day appointed Mr. EDWARD JOSEPH NORONHA to be the Manager of our Firm and have authorised him to sign our Firm Name, per procuration.

CARVALHO & CO.

Hongkong, May 25, 1918.

464

DAIRY FARM NEWS.

- JUNKET -

A most delicious wholesome Food easily prepared.

We supply Rennet Tablets.

- DEVONSHIRE CREAM -
Can now be had at our Depot.

58

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC FANS, Pass Entrance, Electric Lites, Fans and Lighting, European Baths and Sanitary Fixtures, Hot and Cold Water Systems throughout. Best of Food and Service.

TELEPHONE 873
TELEGRAPHIC ADDRESS
"VICTORIA." J. WITCHELL,
Manager.

VICTORIA CAFE, LTD.
24A Des Voeux Road, Central.
Telephone No. 5867.

We guarantee the quality of our Bread and Cakes.

We use the highest grade of materials in their Manufacture.

157

"REGAL"

RECORDS.

7330 Panjab March ... Band
7331 Flash of Steel March ...
The Whistler and His Dog (Descriptive) ...
7301 Oh, you Wtmei (Humorous March) ...
7183 Under the Palms ...
7183 Blue Eyes ...
7227 Jamie's Patrol ...
7187 Merry Musicians March ...
7187 Rock of Ages ...
7187 Wearer my God to Thee ...

THE ANDERSON MUSIC
CO., LTD.

TEL. 1322

PATELL & CO.

ORIENTAL PRODUCE

EXPORTERS,

SILK MERCHANTS.

COMMISSION AGENTS.

Agencies in
NEW YORK,
SAN FRANCISCO, U.S.A.

Branches—
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SHANGHAI,
YOKOHAMA,
BOMBAY.

HEAD OFFICE: KING EDWARD
HONGKONG.



SAVARESSES
SANTAL
CAPSULES

"CAPSTAN"



Sold in Packets of
10 & 20 Cigarettes & in
Tins of 50 Cigarettes.

ALSO
MAGNUMS
in Airtight Tins of 50.

OBtainable at All Stores.

MARINE ENGINEERS.

THE PRESIDENT'S ADDRESS AT
INSTITUTE MEETING.

Captain Richard H. Green, R.D.C., the newly elected President, in the course of his address to the members of the Institute of Marine Engineers recently, said:—I am very sensible of the great honour you have done me by electing me your President for the current session. I feel it not only for myself, but because I see in it a recognition on your part that London is still considered an engineering port, and, as a member of the old establishment at Blackwall Yard, I am very proud that you should have offered the Thames engineers so high a compliment. We have become no longer constructors, but reconstructors, and I venture to think that the technical problems which we are facing every day as repairers of ships and their engines and boilers are no slight test of our skill as marine engineers.

The raising of sunken vessels has long been a specialty of Messrs. Fletchers, though we have also had a good deal of experience in the same line. No branch of marine engineering offers more interesting problems and I look back to some of my happiest days spent down the river, working in all seasons of the year.

I need not say that since war broke out some of our staff have gone through some exciting times when engaged on this class of work in the Downs, subjected to aerial attacks from enemy aircraft during the operations.

The size of modern steamers has made the work of repairing quite an important branch of naval architecture, as the collision or grounding of one of these big vessels opens up very extensive structural considerations.

Turning to the engineering side, I think most of your older members will look back without regret to their earlier experience in repairing engines. The constructors of those days, or their daughters, never seemed to consider the possibility or probability of ever having to repair their handiwork, and all who have groped their way down old-fashioned shaft tunnels, either to survey or draw tail shafts, can appreciate the modest ship's spacious tunnel and after chambers, where it is possible to handle your gear.

AN ENTHUSIASM FOR...
Quite an interesting engineering fact has been the lifting of ship's engines in order to renew or correct the engine seating or tank tops without taking the

engines out of the ship. A number of cases of this kind have been most successfully dealt with, engines from 3,000 i.h.p. to 4,000 i.h.p. having been lifted.

The methods vary somewhat according to size of engine and design of ship, but usually a heavy timber gantry is built over the engine, the weight being taken by lugs fitted each side, and continued through the double bottom on to the dock bottom. The engine is then slung from the lifting screws by means of chain slings. To the heads of the lifting screws which pass through a strong timber beam on the gantry are fitted ratchets on ball bearings, and by these means the whole weight is lifted and lowered, blocks being fitted underneath the engine on the rise and removed on the lowering. This method has proved most successful and avoided the much larger job of lifting the engines out of the ship.

With regard to boilers, repairs are continuous and heavy, and one of the difficulties is as a rule the very limited amount of time at the disposal of the repairer, the work generally having to be carried out while the ship is discharging and loading cargo, and therefore having one or more of her boilers under steam all the time.

The repairing trade in London justifies our claim to be still considered as an important marine engineering port, where the largest and most intricate jobs can be successfully undertaken. I would suggest to this Institution of Marine Engineers that they could materially assist us by taking some sort of interest or even supervision of the engineering apprentices now at their trade in the port.

It has been a matter of considerable difficulty for us employers in the past to

ensure a proper educational standard for our boys while they are going through the shop.

The Education Authorities have gradually grown aware of the necessities of this class of student, but I have always felt that an institution of this sort might very beneficially interest itself in supervising and examining the rising generation of marine engineers, and I respectfully suggest that your executive take this matter into their serious consideration.

I cannot conclude my address without paying my tribute to the profession of marine engineers who throughout the war have shown such splendid examples of self-sacrifice and devotion to duty. Be they Royal Naval Engineers or members of the Merchant Marine, they have done and all been subjected to the perils of the war at sea, and one and all have without exception splendidly upheld the tradition of the British race of devotion to duty, even to the sacrifice of life.

MONKEY FROM MAN.

In the course of a lecture on the origin of man, Professor F. Wood Jones, at King's College told his audience that they need not necessarily suppose that the "missing link" was a phase between the anthropoid ape and man.

He would much rather get people to believe that in looking at the monkey and anthropoid ape they are not looking at the immediate ancestor but at a degenerated failure from their ancient stock.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery!

A PREVENTIVE OF MALARIA
MOSCATINE.

The infallible Insect Repeller.

Delicious Perfume. Perfectly Harmless.

PRICE 50 cts. \$1.00, \$2.50 PER BOTTLE.

PREPARED ONLY BY THE
VICTORIA DISPENSARY.

32, Queen's Road Central.

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S
BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION,
TIENTSIN, NORTH CHINA.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Tower Office, 48, Connaught Road Central, Hongkong. Telephone No. 439. Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application. WONG PING WA, Manager. Hongkong, April 1, 1918.

PRINTING OF EVERY DESCRIPTION

executed at the Offices of

THE "CHINA MAIL" LTD.,

5, Wyndham Street.

COMMERCIAL FORMS
SHIPPING FORMS
CIRCULARS
PAMPHLETS
WINE LISTS
MENUS
INVITATION CARDS

BOOK BINDING.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG. Codes Used: A, B, C, F, M, P, T, U, V, W, X, Y, Z. F, M, P, T, U, V, W, X, Y, Z.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR STEEL AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workers under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc.

JOHN M. DODWELL, Managing Director.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 5th Editions
A 1 Telegraphic Code

Telegraphic Address
"METHION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY,
the 29th May, 1918, at 2.30 p.m.,
at No. 10, Middle Road, Kowloon.

SUNDAY
VALUABLE HOUSEHOLD
FURNITURE,
etc., etc.,
therein contained.

Consisting of:-

Teakwood Hallstand, Sideboard,
Dinner Wagon, Dining Chairs, Dining
Table, extension three leaves.

Blackwood Cabinet, Joss Table,
Folding Tea Table, etc.

Crockery and Glassware including
Large Dinner and Dessert Services, pink
and gold designs, Tea and Double
Single Bed, Metal-top Washstands
and Dressing Tables, Teakwood Ward-
robes, plain and with bevelled mirrors.

Shanghai Baths, Good Cooking Stove
and Kitchen Utensils, Ice Chest, etc.,
etc.

Also

One Singer's Sewing Machine
"Treadle," Piano (French make) in good condition,
especially constructed for Hongkong.
All the Electric Fittings.

And
A number of Plants in Pots.
On view from Tuesday the 29th inst.
Catalogues will be issued.

Terms:-Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, May 26, 1918. 462

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,
the 30th May, 1918, at 10.30 a.m.,
at their Sales Rooms No. 8,
Des Vaux Road, Corner of
Ice House Street.

SHIP STORES, etc.
Consisting of:-

Butter, Rice, Sugar, Coffee, Tea, etc.,
Tinned Jam, Vegetables, Fish, Soups,
etc., etc.

A few Dozen Claret and White Wine.
And
Five Drums Lager Beer.

Terms:-Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 27, 1918. 463

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,
the 30th May, 1918, at 12 Noon,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

Fifteen POTS, VERY FINE MAIDEN
HAIR FERN
And
A number of POTS OF TEA ROSES.

Terms:-as usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 27, 1918. 464

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,
the 30th May, 1918, at 2.30 p.m.,
at No. 2, Kimberly Villas,
Top Floor, Kowloon.

VALUABLE HOUSEHOLD
FURNITURE,
therein contained.

Consisting of:-

Teakwood Sideboard, Table, Chairs,
Settee and Card Table (specially made
and coloured to owner's design), uphol-
stered Arm-chairs and Covers, Teak-
wood Twin Beds, Dressing Table, Chest
of drawers, Crockery and Glassware,
etc., etc.

Also

10 CHESTS, BATH, COVE, etc.,
And
BABY'S COT.

(Full Particulars from Catalogue.)

On View from the 29th at 2 p.m.

Terms:-Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 27, 1918. 465

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

SATURDAY.

the 1st June, 1918, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

LADIES' DRESS MATERIAL, &c.,

Comprising:-

Lawn, Holland, White Drill, Figured
Prints, Alpaca, Table Cloths, Serviettes,
Towels, Sheets, Counterpanes, White
and Coloured Blankets, Gent's and
Lady's Handkerchiefs, Perfume, Soap,
etc.

Terms:-Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 27, 1918. 467

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TUESDAY.

the 11th June, 1918, at 11 a.m., on the
Premises of the Hongkong & Kowloon
Wharf & Godown Co., Ltd., West Point.

168 Cases RUBBER

more or less damaged.

Inspecting orders may be obtained
from the Undersigned.

Terms:-Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 27, 1918. 468

FOR SALE

FOR SALE.

GALESEND, 109 THE PEAK,
6 rooms.

Apply C. H. GALE,
P. W. D.

Hongkong, Mar. 28, 1918. 277

FOR SALE.

525-LADY'S MUFF AND CAPE
COLLARS of Real Fur Black
Skins \$55 Photo-appl'd. Ans. Good
\$50 PEARL THREAD NECKLACE
and \$15 PEARL PIN CRAVAT

Apply from 12 to 7 p.m. Room 86,
King Edward Hotel. [458]

TO LET

TO LET.

FURNISHED FLAT in Queen's
Gardens, from 1st June.

Apply to

PERCY SMITH, SETH & FLEMING,
Hongkong, May 18, 1918. 477

TO LET.

NO. 1 GARNETON ROAD, Kowloon,
well-built Two-Storey European
House, good Locality.

Apply to

YU KAM HING,
C/o MESSRS. JOHNSON, STOCK &
MASTER.

Hongkong, April 20, 1918. 388

TO LET.

NO. 57 THE PEAK, "LUSTLEIGH,"

HOUSES on Shambon, Canton.

Apply to

THE HONGKONG LAND INVEST.
MENT & AGENCY Co., Ltd.

TO LET.

A FLAT in Nathan Road, Kowloon.

For roomed houses in Kowloon.

Apply to

HUMPHREYS ESTATE & FINANCE
CO., LTD.

Alexandra Buildings.

Hongkong, August 22, 1917.

BANK

THE BANK OF TAIWAN, LIMITED

(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL
CHARTER, 1890.

Capital Subscribed ... Yen 30,000,000

Capital Paid-up ... 20,000,000

Reserve Fund ... 6,080,000

HEAD OFFICE:

TAIPEH, FORMOSA.

BRANCHES:

JAPAN—KOKA, TOKYO AND YOKO-

HAMA—AKO, GIGA, KAGI, KARENKE,

KELUNG, MIKUNI, PINAN, SHI-

CHU, TAICHE, TAIWAN, TAKW,

TAWU, TAIWAN, TAIWAN,

CHINA—AMOY, CANTON, FOONH-

WAU, HANKAU, KIUKIANG, SHANG-

HAO, HONGKONG, HONGKONG,

LONDON, SINGAPORE, SORABJI,

SINGAPORE AND NEW YORK.

LONDON, BANKERS.

Capital and Counties Bank, London,

and South-Western Bank, Paris.

The Bank has Correspondents in the

Commercial centres of Russia, Man-

churia, Indo-China, India, Philippines

Islands, Java, Australia, America and

elsewhere.

Interest allowed on Current Account,

Fixed Deposits, and Savings Deposits

at rates which will be quoted on

application.

M. YANAGITA
Manager.

HONGKONG BRANCH.

12, Des Vaux Road, C.

Hongkong, May 17, 1918. 334

ON ALL CHEMISTS

PHARMACY SHOPS and 2125

INTERNATIONAL COTTON CO. AT SHANGHAI.

SOLD TO THE JAPANESE.

HIGHER OFFER REFUSED.

The adjourned extraordinary general

meeting of the shareholders of the International Cotton Manufacturing Co., Ltd., having given us a firm offer eventually withdrawn

by Mr. Kawasaky, our offer should be accepted.

Mr. White—Can you tell me why

Messrs. Jardine, Matheson & Co., having given us a firm offer eventually withdrawn

by Mr. Kawasaky, our offer should be accepted.

The Chairman said that since the last

meeting they had asked Messrs. Jardine, Matheson & Co., and Mr. Kawasaky, in view of the situation which arose at the

last meeting, to submit sealed tenders to be opened on the day of the adjourned

meeting. They had received a sealed

tender from Mr. Kawasaky but none from

Messrs. Jardine, Matheson & Co.

They had also received two offers from syndicates

They were all based on the same

TUESDAY, MAY 28, 1918.

THE CHINA MAIL.

TELEGRAMS.

(Continued from Page 1.)

AFFAIRS IN RUSSIA.

CAUCASIAN FORCES CAPTURE SUKHUMKALE.

Moscow, May 22. The Caucasian Government's forces have recaptured the town of Sukhumkale.

SKOROPADSKY'S TROOPS DEFEATED.

The Bolshevik organ, the *Frada*, states that the peasant insurgents in the Ukraine Government of Chernigov and Poltava have defeated Skoropadsky's Germano-Ukrainian troops. The Ukrainian railwaymen struck in order to assist the peasants, and have been replaced by Germans.

"INDEPENDENCE" OF LIVONIA AND ESTHONIA.

GERMANY'S INTIMIDATION TO RUSSIA.

AMSTERDAM, May 26.

The *Frada* says that Herr Kuhlmann has threatened to resign if, despite the Brestlitovsk Treaty, Estonia and Livonia are taken from Russia. Nevertheless, Count Hertling informed the so-called delegates of the two Provinces, whom he received at the German Headquarters on April 21st, that Germany was ready to support their request for a severance from Russia and would benevolently examine the question of a personal union with Prussia. Germany has now informed the Russian Government of the "independence" of Estonia and Livonia.

RUSSIAN FLEET IN SEBASTOPOL.

TEN SHIPS ESCAPED BEFORE GERMAN OCCUPATION.

AMSTERDAM, May 26.

The *Cologne* *Blätter* reports that two big Russian battleships and eight destroyers escaped from Sebastopol before the Germans occupied the city. The Germans captured the rest of the Fleet.

THE BRESTLITOVSK TREATY.

COMMISSION TO CLEAR OBSCURE POINTS.

LONDON, May 27.

A Russian wireless report, referring to the fact that Germany has agreed to form a Special Commission to clear up obscure points in the Brestlitovsk Peace Treaty, the Foreign Commissary has proposed that precedence be given to the situations in the Caucasus, Crimea, Estonia and Livonia, the demarcation of the frontier the determination of which was interrupted at Fukow—owing to a Russo-German disagreement, and also the misunderstandings regarding the prisoners of war and the fundamental principles respecting inter-economic relations.

RUSSIAN STEAMER SUNK IN WHITE SEA.

Moscow, May 27. A German submarine sank a Russian steamer in the White Sea.

DISCONTENT IN BULGARIAN ARMY.

ILL-FED AND FREQUENT DESERTIONS.

ATHENS, May 22.

A Bulgarian deserter states that there are many deaths from starvation in Bulgaria. The Government barbarously represses constant outbreaks. The Bulgarians desire peace.

The Bulgarian forces in Macedonia are so weak that the 1918 Class were sent to the front line before they were properly trained.

The Bulgarian Army is ill-fed. Hence the men seek an opportunity to desert.

EX-DOMAVER EMPRESS OF RUSSIA.

TO GO TO DENMARK.

ZURICH, May 25.

It is reported from Vienna that the Ex-Domina Empress of Russia will shortly immigrate to Austria, to Denmark.

RESTRICTION OF WORLD'S RUBBER OUTPUT.

HOW IT COULD BE EFFECTED.

LONDON, May 27. At the annual meeting of the Rubber Growers' Association in London, the Chairman (Sir Edward Rosling) said the Association had made a proposal to the Colonial Office which, if it materialised, would link up all the existing rubber research schemes in the Colonies and Dependencies and enable research to be properly carried out alongside the study of pressing questions, such as disease. It would not be safe to ignore the danger of synthetic rubber although there was no sign that Germany would be able to produce it on a commercial scale after the war. The War Relief Funds for Ceylon and Malaya need increased support. The amount of the restriction of production so far promised was only 30,000 tons, leaving the world's crop in 1918 of 265,000 tons against a consumption of 180,000 tons.

The production could be reduced by concerted action with the aid of the different Governments whereby each estate could be rationed regarding its output on the basis of permitting the survival of all or, failing such arrangement, it would be done as a result of financial stringency because it was not likely that much credit would be forthcoming in order to produce rubber that could not be shipped. Owing to the very altered conditions of the Companies who agreed on a 20 per cent. restriction they could hardly be expected to continue to support that proposal in view of the seriousness of the position. The Council had asked the Secretary of State for the Colonies to receive a deputation.

SHIPBUILDING IN AMERICA.

AN AVERAGE OF ONE A DAY.

WASHINGTON, May 19. The official report on the test of the concrete steamer *Faith* off the Pacific coast in a strong wind and a choppy sea says that she is believed to be equal and perhaps superior to steel ships of the same size. An absence of vibration is noted. Instruments recorded 1,200 pounds stress per square inch in ship's hull.

ONE YARD'S RECORD.

WASHINGTON, May 19. The United States Shipping Board stated that 17 wood ships aggregating 60,000 tons have been launched in the past 17 days and more than one ship daily on an average for the past four weeks. Four of the total tonnage of 14,500 tons were launched last Wednesday, which is probably an American and perhaps a world record.

50 BIG SHIPS IN JUNE.

NEW YORK, May 22.

Bainbridge Colby, United States Shipping Commissioner, says that the United States will complete 50 major-sized ships in June and a larger number in July and August respectively.

Mr. Colby added: "The submarine is at the point of being mastered. We shall choke the seven seas with American shipping. One Atlantic coast yard will produce tonnage greater than Great Britain's total output before the war."

TEN FURNISHED IN A WEEK.

WASHINGTON, May 22.

The United States Shipping Board announces that ten steel ships aggregating 88,850 tons cargo capacity were completed and delivered to the Government during the past week.

Fourteen other ships of 43,000 tons were launched. Twenty-two wooden ships have been launched in May.

BIG GREAT LAKES YARD.

CLEVELAND, May 22.

Charles M. Schwab, Director of Government Shipping, has completed arrangements with shipyards companies on the Great Lakes for building 130 ships at an average cost of \$100,000, the total cost to be \$10,000,000.

THE RUBBER INDUSTRY.

OVER-PRODUCTION AND THE REMEDY.

LONDON, May 27.

The *Times* says that despite existing restrictions, the output of plantation rubber in 1918 will be nearly 200,000 tons. Taking American consumption as 80,000 tons and the British and French as 40,000 tons, the approximate surplus at the end of the year will be 80,000 tons. The situation seems to point in the case of Malaya, certainly to a speedy initiation of a system of complete control. The Straits and the Malay States authorities cannot allow the rubber industry to drift into financial chaos and it is the duty of these authorities to move quickly in the direction of formulating an effective system of control over the output of every rubber-growing property. Should they fail to do so, the representatives of the rubber industry in London would be justified in putting the strongest pressure on the Colonial Office in order that the well-nigh intolerable position might be speedily ameliorated.

RUSSIAN MUSSULMANS ENRAGED.

HARSH TREATMENT BY BOLSHEVIKS.

Moscow, May 27.

The All-Russian Muslim Council has been dissolved. There are growing signs of Muslim resentment at the treatment by the Bolsheviks.

HOLLAND'S MILITARY EXPENDITURE.

EXTRAORDINARY WAR CREDIT.

THE HAGUE, May 25.

The War Minister, in a statement on the proposal to vote an extraordinary war credit, says political and military reasons preclude the reduction of the troops under arms. They are enlisting faster than needed.

AMERICAN CABLES.

[NAVY WIRELESS SERVICE TO MANILA PAPERS.]

FIRST AIR MAIL.

WASHINGTON, May 17.

The first mail service airplane arrived from New York in three hours 20 minutes. Within 28 minutes after its arrival Boy Scouts had delivered the 734 parcels it carried, including 10 for the White House.

SUCCESS OF THE CONCRETE SHIP.

WASHINGTON, May 10.

The official report on the test of the concrete steamer *Faith* off the Pacific coast in a strong wind and a choppy sea says that she is believed to be equal and perhaps superior to steel ships of the same size. An absence of vibration is noted. Instruments recorded 1,200 pounds stress per square inch in ship's hull.

RAILWAY HEADS OUSTED.

WASHINGTON, May 19.

United States Director of Railroads McAdoo has decided to relieve all railroad presidents from active duty. He will fill their places with federal directors directly responsible to the Government. Some of these may be former presidents. Mr. McAdoo previously had ousted the president of a Virginia railroad for disobeying the Railroad Administration's orders.

Another step announced was the consolidation of 37 ticket offices in Chicago, thus saving \$200,000 in yearly rental.

PHILIPPINE NATIONAL GUARD FOR EUROPE?

SAN FRANCISCO, May 23.

Disputes from Washington declare that the War Department has decided that it is practical to send some of the Philippine National Guard to France. Officers of the Philippine Division in the national capital are reported as urging Secretary of War Baker to send the whole division of 25,000 overseas.

EXPLORING BY AEROPLANE.

POSSIBILITY OF FLIGHT OVER THE HIMALAYA.

SAN FRANCISCO, May 23.

Was it possible to fly over the Himalaya, asked Dr. A. M. Kellas in a lecture before the Royal Geographical Society recently.

The only point which need be considered would be what height an airmen could rise. If the peak above 24,000 feet were excepted, and one assumed that no airmen would fly 1,000 feet above the mountains to lessen the danger due to the winds that often sweep across the ridges, it might be said that an airmen could cross the range at 25,000 feet.

Mr. H. G. Hawker, the British airmen had reached an altitude of 24,000 feet, and Dr. Kellas suggested that the main range of the mountains could be crossed between the Great Himalaya and the Ladakh range at 15,000 to 17,000 feet.

The aerial explorer of mountain ranges might find it necessary to descend suddenly, and methods of landing and starting would have to be worked out.

Landing on snow in many mountains would be places to be easy, but to rise again would be another matter. On many mountains of the Himalaya range fields of snow were met with, in positions which were almost inaccessible, and an airmen once landed might find himself marooned.

NEW CONCRETE BOAT.

CHEAP AND SWIFTLY BUILT BY WOMEN.

BRITISH WORKMEN.

Then in the tram cars I saw an advertisement of Sparkling Port Wine and in a shop in Benten-dori, a product labelled Amorous Bath Soap.

The above is from the Yokohama correspondent of the *Japan Chronicle* and the *Shanghai Gazette* and some other signs that have been reported from Japan or seen in Shanghai. "Fresh Ox Milk extorted from a pure cow by a vetchery" is often quoted, but "Your skin or mine eat and made up to order" as displayed by a purveyor is not so well known, while "Man, woman and child may come in and have a fit" is contributed by a tailor in Tokio. A Shanghai tailor has "Coats, and smoking overcoats" while the "House furnishing and making" shop is an improvement on the "Cupid's Headquarters" of a United States furniture installment house. Speaking of Cupids, a Japanese shop is decorating its Shanghai windows with "Cupid" and above them the legend "Venus' Sons Fifty Cents Each."

BAN OF THE CHURCH.

BISHOP URGES EXCLUSION OF THE MARIJUANE LAW BREAKERS.

WASHINGTON, May 22.

President Wilson has proclaimed June 5 as registration day for all American youth who have reached the age of 21 since last June.

Secretary of War Baker estimates that this measure will add 75,000 troops to America's fighting forces. Further registrations will probably be declared quarterly.

MILLIONS TO FRANCE.

NEW BRUNSWICK, N.J., May 23.

Mr. Daniels, Secretary of the Navy, speaking at Rutgers College, said:

"Before another summer is over, the United States will have enough ships to carry not only 5 million men but millions of men to France and enough destroyers to convey them safely."

There are now 300,000 men in the Navy; there will be 400,000 soon.

They are enlisting faster than needed.

FOR A LAME BACK.

WHEN you have pain for lameness

in the back bathe the part with

Chambers' Palm, Palm twice a day

massaging with the palm of the hand for

five minutes at each application. Then

dampen a piece of flannel abundantly with this liniment and band it over the part to prevent it from being washed off.

Chambers' palm re-establishes the system of discipline and those who

have lost it must be excluded from

their worship."

WOOD SHIP PROGRAMME ON PACIFIC COAST.

SAN FRANCISCO, May 23.

A Shipping Board representative who has just completed a tour of the Pacific Coast said that he would recommend the unlimited continuance of the building of wooden ships on the Pacific Coast because timber and skilled shipbuilders are abundant and the industry is well organized.

He pointed out that one Oregon plant is regularly completing big wooden ships in 45 days for each. He also predicted that the welding process for steel ships would replace the present method of riveting, as welding is two and one-half times faster.

A giant shipbuilder seven feet tall and weighing 240 pounds in one of the local yards drove 3,620 rivets in a day of nine hours, breaking the previous world record of 4,873 rivets, made in Atlantic City on May 16 by a negro whom Lord Northcliffe paid \$125 as a prize for the national contest.

The new champion, with three helpers, beat the best English record for a day after working only six and one-half hours.

[This record has been beaten recently by a Barrow riveter who drove 3,894 rivets in nine hours—Ed. C. M.]

AMERICAN BUSINESS LETTERS.

TO BREATHE CONFIDENCE IN U.S.A.'S WAR POLICIES.

"See that a win-the-war spirit gets into your business letters" is the slogan of a movement launched by the United States Department of Commerce to remind business men that the everyday business letter is a most effective instrument for creating confidence in the Government's war policies and for inspiring others with the determination to win the war through any cost.

The idea was first brought forward in connection with American business letters to foreign countries, said Secretary Redfield. "The volume of our foreign business mail is very large. It reaches firms in all but the enemy countries. For the most part it is read by those who are for us. But you may be sure that it reaches many who doubt our success and many who are at heart against us. I am sure that every foreign business man who opens an American letter is quick to detect even the slightest indication of the writer's feelings by the conduct of the war and its outcome."

It is of the utmost importance therefore that the American business letters breathe confidence in every line. If the manufacturer or exporter feels that he has a just grievance against the Government imposed on him by all means let him right, headquarters and resists as emphatic a complaint as he feels is justified. But he certainly should not carry the matter into his business letters. It is sure to create an entirely erroneous impression in some minds."

Let the American business man make known to the whole world that he is for this war and that he is going to see it through, regardless of inconvenience, loss of trade, loss of money, or anything else. Every manufacturer ought to be fearless in expressing his sentiments even though he may be writing to a concern whose sympathies he may suspect are not wholly with us. Don't give a foreign concern the idea that you are apologizing for your Government's restrictions or that you are shying under them. Spread the impression, the absolutely correct impression, that over here we are backing this war unqualifiedly."

Another step announced was the consolidation of 37 ticket offices in Chicago, thus saving \$200,000 in yearly rental.

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PHILIPPINE NATIONAL GUARD FOR EUROPE?

TUESDAY, MAY 26, 1918.

THE CHINA MAIL.

SHIPPING

P. & O. S. N. CO.
ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo	Due Marseilles 1917	Due London 1917

When Passengers change Steamers at COLOMBO
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transhipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO
AND PORT SAID,
CARRYING IN AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

Steamers.	Leave Hongkong about	Leave S'pore about	Due at Marseilles if calling about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to

Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNERS.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expect 1 of which they have received documents of advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freightages, Handbooks, Dates of Sailings &c., apply to.

P. L. KNIGHT,
Acting Superintendent.

CHINA MAIL S.S.CO., LTD.

FREIGHT AND PASSENGERS.

S. S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

JUNE 21st and AUGUST 31st, 1918.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Building, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

From Hongkong: Connecting with From October

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to
THE BANK LINE, LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE.
(Ellerman & Buckland Steamship Co., Ltd.)

**JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.**

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

Statement proceed via Suez Canal or Cape of Good Hope at Owners' option
Subject to change without notice.

THE BANK LINE LTD.
Agents.

MR. LLOYD GEORGE.

[BY COLONEL BUCHAN.]

The following extract is from the last published volume of Nelson's History of the War, by Colonel John Buchan—
This is not the place to attempt an estimate of Mr. Lloyd George's singular career with no parallel in British history. His great merit as a popular leader was his complete comprehensibility. No atmosphere of mystery surrounded his character or his talents. The qualities and the defects of both were evident to all, and the plain man found in them something which he could himself apprehend—positive merits, weaknesses—so that he could give or withhold his confidence as if he were dealing with a familiar friend. This power of producing a sense of intimacy among millions who have never seen his face or heard his voice is the greatest of assets for a democratic statesman. Mr. Lloyd George had it not only for Britain but for all the world.

It is simplicity itself, but it is the simplicity of genius. Save in a few rare utterances of Cromwell, you will search the history of British oratory in vain for a parallel.

And because it was poetry its appeal was world-wide, for true poetry knows no frontiers of race or tongue.

It was a living figure everywhere—as well known in France as M. Briand, as much a popular character in America as Mr. Roosevelt or Mr. Wilson. A reputation such as Mr. Balfour's or even Mr. Asquith's was a local thing which grew dim beyond the seas; but Mr. Lloyd George's was like an electric current whose strength was scarcely lessened by transmission over great distances. When he spoke he was understood by the whole round earth. His speeches made exactly the appeal which he intended, whether heard in London or read in Paris and Petrograd. He spoke a universal tongue and his supreme strength lay in this universality, in his abounding share of a common humanity. It is a rare and happy gift, and while it has been possessed by certain artists and thinkers, it has been the endowment of but few statesmen. Apart from his special genius, his most notable qualities were courage and energy. He had the stoutest heart in a crisis, and was exhilarated rather than depressed by misfortunes. Nor was it merely passive courage—the power of enduring bravely. He went out to meet the enemy, and his whole career was a continuous offensive. His strength was that he was desperately in earnest. The Allied cause now made the same emotional appeal to him that the humiliations and sufferings of the poor had made in earlier days. He was not only energetic himself, but an inspirer of energy in others. Like a gypsy he stung all his environment to life. He was inordinately quick at grasping the essentials of a problem, and with him the deed did not wait long on the thought. It remained to be seen whether this instinct for action was combined with an equal sagacity in counsel and prudence in judgment, for it is a rule of mortality that the considering brain and the active will are not commonly found together in the same being. It was not enough that such a man should choose able colleagues; for his temperamental dominance was so strong that the subtlest and shrewdest of advisers would be apt to be dragged along at his impetuous chariot wheels.

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HONG-KONG DEFENCE CORPS.

LECTURE.

A lecture will be given by 2nd Lieut. Piero-Grove to officers, N.C.O.s, and men of the Corps at Headquarters on Friday, this instant, at 8 p.m. Subject, Experience on Service. Uniform need not be worn.

Orders for Artillery Company by Capt. J. H. W. Armstrong, V.D.

Right and Left Companies.—Duty at Belcher's Battery, as per roster and instructions posted in the Company's Office at Headquarters.

Orders for Engineer Company by Captain W. Russell.

8th to 10th May, 1918.—E. L. MANNING NIGHTS.

Parades as per rosters posted at Headquarters.

Engines, Drivers at 6.30 p.m.

Electricians at 8.45 p.m.

OFFICERS NEXT FOR DUTY.

Belchers, 2nd Lieut. Marley.

Lyon, 2nd Lieut. Temperton.

Stonecutters, Lieut. Stevenson.

INSTRUCTION FOR N.C.O.S. AND MEN OF THE INFANTRY BATTALION ATTACHED FOR DUTY.

Class 1 at Belcher's at 8.30 p.m. on Mondays and Thursdays for all who have not passed the "Proficient" rate (1/4 examination).

Class 2 at Belcher's at 8.30 p.m. on Tuesdays and Fridays for all N.C.O.s, and men of higher ratings, under Staff Sergeants, Oxendine and Darsons, R.E., and Sergeant Day, H.K.D.C.

Class 3 at Lyon's at 6.30 p.m. on Tuesdays and Fridays, under Staff Sergeants, Barlow and White, R.E., and Sergeant Williams, H.K.D.C.

The office at Wellington Barracks having been vacated, all communications for O.C. Engineer Company should be addressed to Engineer Company Office, H.K.D.C. Headquarters.

Public telephone No. 2401 and Government telephone.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.

"A" Company.

Wednesday, 29th May.—5.30 p.m.—N.C.O.s of Nos. 1, 3 and 4 Platoons (as detailed by Platoon Commanders) at Headquarters.

T.E.L.

MACHINE-GUN COMPANY.

Wednesday, 29th May.—5.30 a.m.—Drill at Headquarters, Nos. 4 and 5 Gun crews.

Wednesday, 29th May.—6.10 p.m.—Drill at Headquarters. The following men only need attend:—Ptes. Field, Irving, Labrum, A. C. D., Logan, McRae and Stapleton.

Sunday, 6th June.—Inter-gum competition for Gascoigne Shields. Time and place will be notified later.

MORNING SECTION.

Thursday, 30th May.—5.30 p.m.—At Jockey Club Stables. Drill order without rifles.

Signalling Section.

Friday, 31st May.—5.30 p.m.—Parade at Headquarters. Dress, clean fatigue.

Note.—Rifles (with bores free from oil) and sidearms are to be brought to the parade on 28th May.

EXCUSES.

Friday, May 31st.—5.30 p.m.—All units except "D" Company on Murray Parade Ground, under Sergt. Oberly, Edmonds (Monday) and Meade (Friday). Dress, drill order.

Orders for Cadet Company by 2nd Lieut. J. E. W. Beard.

PARADES.

Wednesday, 29th May.—Swimming. Fall in at Blkq Pier at 5 p.m.

OPENING OF SAI-WAN CAMP.

Saturday, 1st June.—Fall in at Headquarters at 1.30 p.m. The Company will then proceed to Sai-Wan by car, No. 1 Section to stay the weekend.

Temperature.

Hongkong, May 28th, 1918.

	Temperature	Wind
Barometer	9.40	0
Do. 1.40	20.64	0
Do. 2.40	20.80	0
Thermometer 0.40	84	0
Do. 1.40	84	0
Do. (Wet bulb) 0.40	79	0
Do. (Wet bulb) 1.40	80	0
Do. Maximum	84	0
Do. Minimum (over night)	79	0

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MEI SHION YAN, a Chinese graduate, is now giving Chinese lessons to foreigners to prepare them for the examination of the Chinese Government to become officials and merchants in this Colony for ten years.

He has a good method of teaching Chinese, and has a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarina and Cantonese. Those who desire to learn Chinese should apply to him.

Address: 15, Morrison Hill Road.

ROYAL OBSERVATORY

HONGKONG, DAILY WEATHER REPORT.

MAT 28, 1918.—a.m.

Station: Height: Temperature: Wind: Pressure: Sea Level: Humidity: Force: Weather:

Wind: Pressure: Sea Level: Humidity: Force: Weather: